SOLICITATION Q&A LOG
HTC71126RE133 PORTS of GUAM S&RTS
UPDATED: 7-07-26

QUESTION #	DATE RECEIVED	PROSPECTIVE VENDOR'S QUESTION	DATE OF REPLY	GOVERNMENT'S RESPONSE	AMEND RFQ?
1	30-Jun-26	**Proposal Extension Request**: The current deadline is July 06, 2026, at 12:00 PM CDT. We request a new submission date of Thursday, July 16, 2026.	7-Jul-26	USTRANSCOM is agreeable to extending the proposal deadline to **12:00 PM CDT on 15 July, 2026.** Due to time constraints, additional proposal extensions cannot be granted beyond this date.	Yes
2	30-Jun-26	Line Items 1 and 2 establish commodity rates for whole or unboxed aircraft handled via LO/LO and RO/RO, but do not specify aircraft type, size, or weight. To enable accurate and consistent pricing of these line items, will the Government provide the representative range of aircraft anticipated under these items, including type or class, dimensions, and weight, or a representative example aircraft on which offerors should base the rate? Absent a defined size and weight, offerors may price these items on differing assumptions, affecting price comparability across proposals.	7-Jul-26	Types of aircraft based on historical data Guam: UH60 Black hawk Ch47 Chinook/ V22 Osprey.	No
3	30-Jun-26	To support accurate labor and equipment planning, will the Government provide the approximate proportion of workload represented by barge operations and by breakbulk or general cargo vessel operations, relative to total anticipated vessel and cargo operations under this requirement? Because barge and breakbulk operations are more labor- and equipment-intensive than containerized operations, the relative percentage of each materially affects gang sizing, equipment commitment, and commodity rate pricing. Historical or projected percentages by operation type would allow offerors to price on a consistent basis.	7-Jul-26	Each individual task order will identify which commodity/line item is being ordered, to include cargo and conveyance type. These options are identified in the Attachment 2 Schedule of Rates. Estimated annual volumes are provided in the schedule of Rates. No additional data is available.	No
4	30-Jun-26	The estimated quantities on the Port Authority of Guam tab cover a 12-month period. Are these estimated quantities intended to represent the Government's anticipated S&RTS workload specific to this requirement (military and Government-sponsored cargo), rather than total commercial cargo throughput at the port? Publicly reported Port of Guam import and export volumes for 2025 differ from the listed estimates, and confirming the basis and scope of these quantities, including whether they reflect only USTRANSCOM/DoD-directed cargo, would allow offerors to price the commodity rates accurately and consistently.	7-Jul-26	Quantities provided in the Attachment 2 Schedule of Rates are estimated annual quantities for U.S. Government cargo volumes specific to the Guam S&RTS contract (not commercial volumes). The contract will be awarded as an Indefinite-Delivery Indefinite-Quantity (IDIQ) contract, as actual cargo volumes are not known in advance and will be ordered on a task order basis IAW the PWS, as required.	No
5	30-Jun-26	The Port Authority of Guam recently increased its published tariff rates by approximately 17 percent. Over the five-year ordering period, if the Port Authority of Guam or other port authorities increase tariff or fee schedules, how will the resulting cost increases be addressed? Specifically, will port tariff and fee increases be reimbursed at actual cost as Out-of-Pocket expenses, or are offerors expected to absorb future tariff increases within their fixed commodity rates? Confirmation of how port tariff changes will be handled over the period of performance would allow offerors to price tariff exposure accurately.	7-Jul-26	This contract will be a firm-fixed price contract, spanning a five-year period of performance. The contractor will not be paid additional or separate compensation for local tariff changes or fees, as these considerations should be built into rates. However, annual Collective Bargaining Agreement (CBA) wage increases may be taken into consideration for application to labor related pricing components.	No
6	30-Jun-26	In the event of simultaneous vessel operations requiring cargo to be staged and secured on military property at Naval Base Guam, please clarify the following: (1) Will the Government designate and make available staging and laydown space within the installation sufficient for concurrent operations, or is the contractor responsible for securing that space? (2) What are the Government's expectations for cargo security and accountability while cargo is staged on the installation, including whether the contractor is responsible for continuous physical security of staged cargo or whether installation security controls apply? (3) Are extended staging, security, and watch services beyond a single operation compensated as separate ordered services, or are they inclusive in the commodity rates? Confirmation of these responsibilities would allow offerors to plan and price staging and security accurately for concurrent and surge operations.	7-Jul-26	(1) The Government will be responsible for securing staging area to include length of time the space is required. (2) The Government is responsible for physical security at staging area. (3) This depends - please further define what is intended by "beyond a single operation". Services included in each commodity are described in the PWS. Security and staging are separate priced line items. If services are required which are not included within any priced line item, out-of-pocket (OOP) expenses may be authorized.	No
7	1-Jul-26	Request of a two-week extension of the bid deadline to July 20th.	7-Jul-26	See response to item 1 above.	Yes